Alexandria Gazette.

TUE-DAT EVENING OCT. 13 1896.

MODERN WARFARE.

A Single Encounter Would Probably Deeide the lease.

Summing up the whole question, as between any two European peace. trained armies of the present day, the extreme percentage of loss to be anticipated locally-i.e., on particular brigades and divisions-will not exceed one in three of which one is killed to four wounded, whereas for whole armies of 250,000 and over one in ten is the very cutside punishment we may reasonably expect

Compared to the slaughter of the seven years' war and the best contested fields of the Napoleonio peri od, this is very little indeed. At Zorndorf the Ruestana left 21,00 out of 52,000 on the ground, and, though this is undoubtedly the bloodiest battle recorded since the introduction of portable firearms, Eylan, Friedland, Wagram and Boro dino all exceed the figures for any pitched battle since the breechload er appeared in the field. Moreover, the horror of the whole thing is not to be measured by figures of percentages only, but by the density in which the killed and wounded h and the fate of the latter afterward In a modern battle 20,000 men would fall on an area of about 20 square miles. At Zorndorf the 21,000 Rustans and 12,000 Prossians lay on a single square mile, and of the wound ed not one in three survived, whereas, in 1870, nine out of ten recovered, and the Prussian medical staff asticipate even better results next But death on the battlefield is by

far the least of the two evils the sol dier has to face. There is death on the line of march and in hospitals along the road. Whereas formerly particularly under Napoleon, ten would die by the way for one who fell in action. In the last Franco German war only one man died of disease for two killed in action. Indeed, the health of men in the full prime of life was actually slightly better in the field than in quarters

It may, however, be argued that

even granted that battles and marches may be less destructive, there will be more of them, because, every ablebodied man being trained for war, the resistance will be more prolonged than formerly, but this prolonged endurance is only conceivable under the supposition that the leaders on both sides are hopelessly incompetent, and both fear to stake all on a single collision, a supposition that nothing tends to justify. On the contrary, every leader pounded. Orders will receive prompt after. brought up in the modern school is | ton taught to understand the vulnerability of all modern military organizations and is penetrated with the conviction that one downright knock out blow effects more than week of purposeless sparring, and where both start determined to bring matters to a climax the decision cannot long be delayed. Judging from what we know of the relative efficiency of the first round of the great encoun ter will also be the last, for the mo mentum of the blow which decides will simply paralyze every nerve of the opponent's hody, and, adding up all sources of casualties that can oc cur in a short campaign of this description, we conclude that at the very worst the actual cost in human life to the powers engaged will not amount to more than 5 per cent of their several populations, or almost identically the same percentage as the influenza epidemic of 1891-2 cost Germany, and rather less than the same epidemie cost us. To suppose that this degree of blood guiltiness would chain the wills of any responsible body of statesmen who believed that they were acting in the interests of their country is surely too Utopian an idea for profitable discussion.-Pall Mall Gazette.

Last summer one of our grandchild en was sick v tha severe bowel trouble. Our doctor's medies had failed, then we tried Chan erlain's Colic, Cholera and diarrhoea Remedy, which gave very speedy relief. We regard it as the best medicine ever put on the market for bowel complaints.—Miss E. G. Gregory, Frederickstown, Mo. This certainly is the best medicine ever put on the market for dysentery, summer complaint, colic and cholera infantum in children. It never fails to give prompt relief when used in reasonable time and the plain printed direction are followed. Many mothers have ex pressed their sincere gratitude for the cure it hat effected. For sale by L Stabler & Co., Druggists.

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\$1.25---Washington to Baltimore and Return---\$1.25. Tickets will be sold via the Fennsylvania Railroad Saturday and Sunday, October 10th and 11th and will be valid for returpassage until Monday, October 12th. Good on any train.

LEADBEATER'S TALCUM POWDER for Infants and adults. The only healthful and sanitary powder for the nursery and toilet. Price 10c. For sale by

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No. St. No. 35. Delly: Delly: THROUGH SCHEDULE 9 \$5000 9 15000 5 50000 3 50000 10 40pm 1 06pm 1 55am 3 57am 5 60am 6 57am 10 48pm 7 15am 5 05am 9 55am 2 55pm 12 00N t 9 38pm 2 16pm 12 53pm 1 35am 4 35am 11am 917pm Dam Charlotte - -8 30pm 4 46pm 2 00pm 10 40pm 1 (Tam 1 (Oam 5 46am 9 25am 2 80mm 19 90pm 10 16pm Augusta Central Time Jacks nittle 9 (V) am 12 15am | 12 00m t 3.55pm 5 3042 2.55pm 5.55am 10 20pm | 12 01pm 5 20am 9 15cm _____ 7.50pm 7 35am 10 35pm Arrive -

Train No. 35 connects at Calverton for Warrenton LOCAL SERVICE.

8:25 a.m. Train No 9 for Danville and way stations. Connects at Manages for Strasburg and intermediate stations; at Calverton for Warrenton and at Franklin Junction for Booky Mount and intermediate stations. 5:10 p. m. Train No. 15 for Charlottesville and way stations. Connects at Calverton for

4:25 p. m. Train No. 13 leaves Alexandria, daily except Sunday, for Strasburg and Intermediate stations, returning arrives at Alexandria 9:37 a. m.
Trains for Bound Hill and intermediate stations leave Alexandria 8:07 a. m., 4:40 p. m., except Sunday, and 6:30 p. m. Arrive Alexandria returning 8:28 a. m. and 2:55 p.

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Nos. 37 and 38, Washington and Southwestern Limited. Through Sleeping Cars between New York and New Orleans via Atlanta and Wontzemery. New York and Memphia, New York and Tampa via Charlotte, Columbia, Savannah and Jacksonville, and New York. Asheville and Hot Springs, N. C., and first class coach between Washington and Atlanta. Drining Car between Greensboro and Monigomery.

Nos. 35 and 36, United States Fast Mail. Pullman Sleeping Cars between New York. Atlanta and Birmingram, and New York and Jackson ille, connecting at Salisbury with Pullman sleeper for Asheville and Hot opings. N. C. Knorville and Chartanooga. Term, and at Charlotte with Pullman sleeper or Augusta. Pollman Boffet Sleeper Washington to Galveston, Ter. Va Montgomery, New Orleans and Houston. Also Sleeping Car between Charlotte and Augusta. etween Charlotte and Augusta.

For detailed schedule figures, tickets, Full THOMAS MOSS, Ticket Agent, Alexandria, Va. W. A. TUBE. W. H. GREEN. General Superintendent. Washington, D. C.

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PENNSYLVANIA WASHINGTON, ALEXANDEIA AND BAILBOAD. FOR WASHINGTON

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RAILROADS.

10 52 P. M For Bichmond and the South-Atlantic Cosst Line Express-4 45 A.M., and 4 02 P.M. daily. For Bichmond only 11 13 A.M. Accommodation for Quantico 8 O daily, and 4 45 P. M. week days. TRAINS LEAVE WASHINGTON.

STREETS.

burg to Pittsburg . 0:30 A. M. PENNSYLVANIA LIMITED-0.30 A. M. PENASTILVANIA LARGE Pullman Sleeping, Dining, Smoking and Observation Care Harrisburg to Chicago Cincinnati, Indianapolis, St. Louis, Cleveland and Toledo. Buffet Parlor Car to Harling Chicago Penasting Parlor

riaburg. 10:30 A. M. FAST LINE—Pullman Buffet Parlor Car to Harrisburg. Buffett Parlor Car Harrisburg to Pittsburg.

(36) P.M. CHICAGO AND ST. LOUIS EXPRESS-Pullman Buffet Parlor Car to Harrisburg. Sleeping and Dining Cars Harrisburg to St. Louis. Cincinnati, Louisville
and Chicago.

(10) P.M. WESTERN EXPRESS-Pullman

Sleeping Cars to Chicago, and Harrisburg to Cleveland. Dining Car to Chicago. 10 P. M. SOUTHWESTERN EXPRESS Pullman Sleeping Cars Washington to Pittabug and Harrisburg to St Louis and

Cincinnati, Dining Car. 0:40 P. M. PACIFIC EXPRESS—Pullman Sleeping Car to Pittsburg. 50 A. M. for Kane, Canandaigua, Rochesto: and Niagara Falls daily, except Sunday.

10:30 A. M. for Elmira and Benovo-daily, except Sunday.

daily, except Sunday. For Lock Haven week days and Williamsport Sunday.

3:40 P. M.

lo and Niagara Falls daily, except Saturday, with Sleeping Car Washington to Suspension Bridge via Buffalo.

10:40 P. M. for Erie, Canandagua, Rochester.

20:40 P. M. for Erie, Canandagua, Rochester. 10 P. M. for Williamsport, Rochester. Buffa-

Buffalo and Niagara Falls daily. Sleeping Car Washington to Elmira. FOR PHILADELPHIA, NEW YORK AND THE EAST. 4:00 P. M. "CONGRESSIONAL LIMITED."

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Begular at 7 00 (Dining Car), 7 20, 9:00. 10 00 (Dining Car), and 11 00 (Dining Car), 7 20, 9:00. 20 (Dining Car), and 11 35 P. M. On Sunday 7 00 (Dining Car), 7 20, 9:00. 30 and 11 00 (Dining Car), 7 20, 9:00. 30 and 11 00 (Dining Car), 7 20, 9:00. 30 and 11 00 (Dining Car), 7 20, 9:00. 30 and 11 00 (Dining Car), 7 20, 9:00. 30 and 11 00 (Dining Car), 7 20, 9:00. 30 and 11 00 (Dining Car), 7 20, 9:00. 30 and 11 35 P. M. For Philadelphia only, Fast Express 7 50 A. M. week days. Express 12 15 week days. 20 1 and 5 40 P. M. daily.

For Baltimore 6 25, 7 00, 7 20, 7 50, 9 00. 10 00, 10 30, 11 00, and 11 50 A. M., 12 15, 12 45, 2 01, 3 15, 3 40, 4 06 (limited), 4 20, 4 36, 5 40, 6 05, 6 40, 7 16, 10 00, 10 40, 11 15 and 11 35 P. M. On Sunday 7 00, 7 20, 9 00, 9 05, 10 30 and 11 00 A. M., and 12 15, 15, 2 01, 3 15, 3 40, 4 00 (limited), 4 20, 5 40, 6 05, 6 40, 7 10, 10 00, 10 40, and 11 35 P. M. For Pope's Creek Line 7 20 A. M. and 4 36. For Pope's Creek Line 7 20 A. M. and 4 36. For Pope's Creek Line 7 20 A. M. and 4 36. For Pope's Creek Line 7 20 A. M. and 4 36.

and 11 35 P. M.
For Pope's Creek Line 7 20 A. M. and 4 36
P. M. daily except Sunday. Sundays 9 05 A. M.
For Annapolis 7 20, and 9 09 A. M., 12 15
and 4 20 P. M. daily except Sunday.
Sunday 9 00 A. M. and 4 20 P. M.
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For Atlantic City (via Delaware River Bridge, all-rail route), 315 P M daily; (via Market Street Wharf), 1000 and 1100 A. M. and 12.45 P. M. week days, and 11 35 P. M. Allar. P. M daily. For Cape May, 11 00 A. M., week days, and

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FOR ALEXANDRIA. Leave Wathington, from the corner of Pennsylvania avenue and 13½ streat, daily except Sunday, 6.40, 7.00, 7.50 (express = 00, 9.00, 10.0, 10.20 (express), and 250 A. M. Week Days. PITTSBURG EX- 11 00 a. m. and 12 00 m., and 1 00, 2 00 PRESS.—Parlor and Dining Cars. Harris- 3 00, 4 15 express. 5 15, 5 45, 6 15, 5 10, 8 00, 9 00, 10 00, 11 00 and 12 00

Eurodays - 8 05, 9 05, 10 05 and 11 05 a m and 12 05 m and 1 05, 2 05, 3 05 4 05, 5 05, 6 05, 7 05, 8 05, 9 05 and 10 05 Leave Alexandria for Mount Vernon an Leave Alexandria for Mount Vernon and way stations daily except Sunday, at 7.11 10.30 and 11.30 a.m. and 12.30, 1.30 2.30, 3.30 and 4.42 p.m. Leave Mount Vernon 7.45, 11.38 a.m. and 12.38, 1.38 2.38, 3.38, 5.08 and 5.33 p.m. Leave Alexandria for Biverside Park daily except Sunday at 7.01, 10.30 and 11.30 a.m. and 12.30 m. and 1.30, 2.30, 3.30 and 4.40 p.m.

ad 4.40 p. m. Leate Wishington for Arlington and Aque net bridge 10.00 and 11.00 a. m. and 12.00 a. end 1.00.2.00, 3.00, 4.00, 5.00, 6.00. m sad 1 00 and 9 00 p.m. Leave Arlington and Aqueduct bridge 11 35 s.m. and 12 35 1 35 2 35 3 35 4 35 5 35 6 35 7 35 8 35 and 9 35 p.m. Baggage carried and checked at King and

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